

What is claimed is:

1. A railway car comprising:

a car body;

a subframe disposed below a floor of said car body with a clearance therebetween;

a bogie disposed below said subframe with a clearance therebetween; wherein

said subframe is capable of traveling in synchronism with said car body in the direction of travel of said car body;

said car body and said subframe are connected via a first center pin protruding downward from said car body or a first center pin protruding upward from said subframe toward said car body;

said subframe and said bogie are connected via a second center pin protruding downward from said subframe or a second center pin protruding upward from said bogie toward said car body;

said car body is capable of rotating freely in a width direction with a center of rotation corresponding to a longitudinal direction of the car body;

either both width-direction ends of a lower surface of said car body or both width-direction ends of an upper surface of said subframe are recessed in an arc-shape with a center corresponding to said center of rotation; and

either the upper surface of said subframe or the lower surface of said car body is in contact with said arc-shaped surfaces

via rollers.

2. The railway car according to claim 1, wherein a bumper is disposed between said first center pin and a corresponding member in contact therewith.

3. The railway car according to claim 2, wherein said bumper is disposed at both sides of a tip portion of said center pin in the width direction of said car body, said bumper comprising a first bumper that exerts a large shock absorbing power between said center pin and said subframe and a second bumper having a smaller shock absorbing power than said first bumper, said first bumper and said second bumper being disposed serially.

4. The railway car according to claim 2, wherein said first bumper is solid and said second bumper is hollow, and the first and second bumpers are formed integrally.

5. A bogie of a railway car that supports a subframe with a clearance therebetween and the subframe supporting a car body with a clearance therebetween, said railway car comprising:
a subframe disposed below the car body supporting said car body with a clearance therebetween;
a bogie disposed below said subframe with a clearance therebetween; wherein
said subframe is capable of traveling in synchronism with

said car body in the direction of travel of said car body;
 said car body and said subframe are connected via a first center pin protruding downward from said car body or a first center pin protruding upward from said subframe toward said car body;

 said subframe and said bogie are connected via a second center pin protruding downward from said subframe or a second center pin protruding upward from said bogie toward said car body;

 said car body is capable of rotating freely in a width direction with a center of rotation corresponding to a longitudinal direction of the car body;

 either both width-direction ends of a lower surface of said car body or both width-direction ends of an upper surface of said subframe are recessed in an arc-shape with a center corresponding to said center of rotation; and

 either the upper surface of said subframe or the lower surface of said car body is in contact with said arc-shaped surfaces via rollers.

6. The bogie of a railway car according to claim 5, wherein a bumper is disposed between said first center pin and a corresponding member in contact therewith.

7. The bogie of a railway car according to claim 6, wherein said bumper is disposed at both sides of a tip portion of said

center pin in the width direction of said car body, said bumper comprising a first bumper that exerts a large shock absorbing power between said center pin and said subframe and a second bumper having a smaller shock absorbing power than said first bumper, said first bumper and said second bumper being disposed serially.

8. The bogie of a railway car according to claim 6, wherein said first bumper is solid and said second bumper is hollow, and the first and second bumpers are formed integrally.